

Kwai Fong, having a total area of 1,833 square feet, was sold to Mr. U. Wong for \$18,300. Lot 2, consisting of No. 2, Ng Kwai Fong, area 473 square feet, was bought for \$2,000 by Mr. Cheung Kin Chun, who also became the purchaser of the next lot, No. 3, Ng Kwai Fong, area 456 square feet for \$2,000. Lot 4, No. 4, Ng Kwai Fong, area 548 square feet, was sold to Mr. Fung, bidding to Mr. Tam Kwan Shi for the sum of \$3,350. Lot 5, a three-storyed house, No. 132, Hollywood Road, area 1,048 square feet, fetched \$13,100. Mr. Tam Kit being the purchaser, and the last lot, three houses, Nos. 14, 16, and 18, Robinson Street, area 3,388 square feet, was sold to Mr. Tam Chun for \$32,000.

A TRIP ON THE PEAK TRAMWAY.

A party of Chinese, including Mr. Ng Choy, (barrister-at-law, and now in the Chinese Service at Tientsin), and Hon. Wong Shing paid a visit to Mr. Candier at the Peak to-day, and through the courtesy of Mr. A. F. Smith they were conveyed to their destination via the Peak Tramway. We arrived at the same time at the opportunity offered to us to make a trip in the cars—to experience the sensation of travelling, as it were, suspended between heaven and earth. On arrival at the lower terminus, St. John's Place, we found a crowd of natives gathered round the place to see the wonderful car travel to the Peak by itself, without the aid of the great cable. The car has not a very attractive look at first sight; and we confess that we shared the popular prejudice that the upright backs of the seats would prove very uncomfortable when on the incline of 1 in 2. But however much the cars may be improved in the way of artistic embellishment, we must say that little could be done to improve the pleasantness and comfort of the ride. The passengers having to use a nautical phrase, got on board, the manager, Mr. Anderson, telephoned to the Peak terminus that all was in readiness, and away the car went. One has a sensation of novelty in finding one's self in a moving car, with no horses or steam engine attached and of which the motive power is hid from sight. All one sees is the moving rope in front, or rather the revolving pulleys along which the rope passes. On leaving the lower terminus, the incline is very gradual, and the only sensation one experiences is that of moving along a perfectly smooth line without any jolting. On the tramway cars and railway carriages at home one has always to suffer more or less from deafening noise and jolting. The cars of the Peak tramway, however, run smoothly and almost noiselessly. Along the first part of the road the scenery is not extensive, but is beautiful and sylvan. On getting above Kennedy Road the view enlarges, and one sees the harbour and the town stretching out beneath, as you are soaring heavenwards, or at least peakwards. Looking up the hill, as the Bowen Road is approached, the steepest incline of 1 in 2 appears in view, and one has some qualms about dangling midway, in a heavy car at the end of a rope, on this steep hill, and cannot help thinking that it will be uncomfortably difficult to maintain one's seat. But all fears and apprehensions are dispelled as the car glides smoothly on. The seats of course are fixed, and, as they always maintain the same position with reference to the car itself, no difference is found between travelling on the incline or on the level. It is only when one stands up and looks back that the slope of the car becomes manifest. And then it gives a peculiar sensation to one in the front of the car to look back or rather down on your fellow-travellers who are being pulled up, as it were behind you. From this altitude the view of the harbour and the surroundings is truly magnificent, and there is added to the pleasure of the scenery the agreeable feeling of soaring above the dull earth into cloud-land. On nearing the top of the steepest incline the descending car, whose progress one has been able to watch almost from its start, is met and salutations are exchanged with those rolling down to the lower regions (of Hong Kong). Once at the top of the big incline there is only one small steep part to run up and then the line takes a big curve towards the Gap. The only feeling one has on nearing the top is one of slight disappointment. The ride has been so pleasant, one could have wished it had lasted longer. The time taken was only nine minutes.

As the line has not yet been officially sanctioned, it would perhaps be premature to give any technical details with regard to it. We may, however, mention one or two of the chief characteristics. The total length of the line is 4,690 feet and the height of the upper above the lower terminus is 1,207 feet. The gradients vary from 1 in 25 to 1 in 2. On the lower part of the line two steel rails of 35lb. per yard are laid, of 5ft. gauge, and forming a single line; and on the upper half three rails are laid, forming a double line. Half way is a cross siding with four rails about 130ft. long in the clear, having switches at the lower end. Steel sleepers, weighing 24lb. per yard, are bedded in lime concrete 6in. thick. The bridges, eleven in number, are constructed of wrought iron girders. The carriages are mounted on bogies, and carry about forty passengers, and when loaded weigh between five and six tons. The motive power consists of two pairs of compound horizontal engines with multibelted boilers, each 40 h.p., and erected at the upper terminus. Motion is communicated to the carriages by means of a flexible plough steel cable, 3/4in. in circumference, passing over grooved winding drums, and tested to a breaking strain of 54 tons. Cable guide pulleys are placed along the line at distances varying

from three to eight yards. Each carriage is fitted with two steel clip brakes, arranged to grasp the centre brake rail, and to act at all times, unless held out of action by the brakeman; also with a pair of steel clip brakes to work on the 35lb. rails. The centre brake rail is of steel, weighing 66lb. per yard, and is laid between the ordinary rails. It is jointed and fixed to the sleepers with steel bolts and clamps. The speed will be about six miles per hour, and reduced to four miles at the points and crossings.

Doubtless once the line is opened for traffic various improvements will be made in the cars, the landing platform, &c., and perhaps the line will be extended to Queen's Road. In the meantime we are sure we may safely congratulate Mr. Findlay Smith and his co-directors on the successful termination of one of the boldest ventures that has been made in this part of the world. He and his associates had a great deal of jealousy and opposition to contend with at the outset. When the scheme was first mooted there seemed a risk of its being absorbed in a scheme for a low-level tramway and then thrown aside. The high-level tramway, however, has practically become an accomplished fact, while the low-level tramway is as much in the clouds as ever it was. Leaving out of account engineering difficulties, of which only those who have undertaken such a work can have any idea, there was at the beginning the latent hostility of Peak residents to contend against, who did not favour a scheme which they thought would make the Peak 'too common.' Experience, however, has shown that the promoters were acting in the true spirit of progress. The town is rapidly extending and every year the demand for houses on the hill-top has increased. The tramway only anticipates a want which would have become an urgent necessity in a few years. It opens up a health resort which hitherto was only within the reach of a few wealthy residents and will thus contribute to improve the health of the whole town. The line is admirably situated, for it cuts the town in two and seems like a conduit pipe leading from the heart of the town to the hills above.

Along with Mr. Smith, who has devoted a large portion of his time to the superintendence of the work, we must mention Mr. J. F. Boulton, J.E., the engineer in charge, and Mr. James Anderson, the manager, who contributed largely to the success of the enterprise. Messrs Fenwick & Co. and Mr. Rebeck have furnished a part of the material, and their work was highly satisfactory. We hope that the official opening will take place in a few days, when we may take the opportunity of giving further details.

'FRAGRANT WATERS' MURMUR.

That the Hon. A. P. MacEwen, who has actually departed this time, has done really good service to the Colony while in the Council; and all residents will unite in wishing him *bon voyage* and a pleasant holiday, while they promise him a hearty welcome back when he resumes his place here.

That Mr. MacEwen's absence will probably not be regretted by some of the officials, as his questions usually necessitated a good deal of bustling around.

That Mr. MacEwen has shown that the Tung Wah Hospital should not be used as a boarding house, and that the Lunatic Ward (or cage) is not the best place to reside in.

That even the Hon. Wong Shing objected to the Tung Wah being kept up as a boarding house without reasons!

That the hon. the Surveyor General displayed his usual generosity in the wording of his answer to Mr. MacEwen re the water mains, an answer worthy of a disciple of Loyola, and the Governor deserves great credit for the clever way he left the responsibility to fall upon the right shoulders.

That there are several reasons why His Excellency should be particular in disavowing responsibility in this matter.

That I think the public are, on the whole, very well pleased with the manly utterances of the Governor, and with his evident desire to deal fairly with all interests; and we all regret to hear that his strength is scarcely equal to his desire to get through his work honestly.

That he was credited in certain quarters with somewhat autocratic tendencies when he first came amongst us, which so far have not been developed in any offensive way, and it is to be hoped never will.

That it is a clear duty of the Government to provide a Home, under proper management, for the unfortunate whom our law rescues from the clutches of the procurors, but ample security should be taken that thorough supervision is exercised.

That I am glad to hear the Rev. Mr. Ott has begun this work of training in an unobtrusive and small way, and has now seven girls under his charge.

That the Hon. C. P. Chater has again appeared in the light of an enterprising and very sharp business man, in the *Argosy* business, and that the Directors of the Dock Company appear in quite another light altogether.

That in fact the holders of Dock shares are indignant at the hopeless, humiliating and feeble action of the Directors throughout this business; and if I were to jot down all I hear about this unaccountable affair, you would hesitate to give it publicity.

That the Directors seem to have bowed

very low indeed to the Great Panjandrum of Finance and Finance, and it looks very like as if the G. P. had not responded 'worth a cent'; so that the great man now smiles serenely, while the Dock Directors look as yellow as a punolo and as foolish as a boy who had broken a window and failed to find the proverbial sixpence.

That the letter of Captain Stuart was so true that it will not look well when it appears in *Eloidy*, and that the Directors have something to answer for to their shareholders.

That, as Captain Stuart says, there can be little doubt that the Secretary of the Company advised differently, and that he would have been largely supported by shareholders against the Directorate.

That foolish action of this kind plays up mistakenly into the hands of those who wish to bear the surprise.

That three things struck me—(1) that the *Argosy* was not purchased by the 'Dock Company,' (2) that the sale was not done publicly instead of privately, and (3) that the Company ever gave way under pressure to any kind of threat.

That the shareholders had better see to it that their Board do not neutralise all the good they are paid to do.

That the Chamber of Commerce will soon meet to elect a temporary Deputy to our House of Representatives, and that the result is pretty nearly a foregone conclusion.

That names have been mentioned, because I suppose it is regarded as delicious incense to the vanity of certain persons, although the ultimate election is almost a certainty.

That the latest name that has been so honoured is that of a leading broker who can certainly claim the qualification of a long-tenured residence in the East.

That, as has been frequently stated, the Queen's Counsel would make a lively stir in Council, but he has little or no chance, as Mr. Layton will be the favourite.

That Mr. Layton is a good man and true, and is deserving of every consideration as the trusted head of one of our oldest and most respectable houses, having a large stake in the Colony.

That I hear Mr. Francis has a few very influential supporters, but—not this time.

That the Colony has secured a good man in Commander Kurney, and I heartily congratulate him upon the confirmation of his appointment: no official has more in his power to advance the well-being of the Colony than the Harbour Master and Marine Magistrate.

That nothing more has been heard lately of the Sunday labour agitation, and the 'work' proceeds.

That the action of the Australian Colonies is, as the Governor truly described it, 'unheard-of,' and must have been dictated by some as yet unknown cause, so that there can be no reason to doubt but due compensation will be recovered by those who have suffered directly from the hasty action of these Governments.

That a most valuable trade is steadily springing up with Australia, and it would be a calamity if cordial relations were to be embittered at the outset by hasty action on the part of the Australian Colonists.

That it may not be generally known that Lord Salisbury, the present Premier of England, once roughed it for three months on the Bendigo Gold-fields in the height of the gold fever in 1853, when he was Lord Robert Cecil.

That Ruster has once more gained distinction by the heartless manner in which he drowned the popular Crown Prince of Italy, the hope of the Italian people, and withal robbed his watery grave in the hungry Thames.

That the demands of the Cargo-boat people are said to be more exorbitant than ever, and the Registrar General is jammed in the clinic, as a nautical friend expressed it.

That the irrepressible and indefatigable 'Alf. Woolley' is again on the war-path, and that 'Merchant' is believed to be now comfortably repaying in the soft cotton-wool to which the impetuous 'Alf.' so considerably consigned him.

That 'Merchant' overlooked the fact that any one can import Cargo-boats and add them to the list of licensed boats, and thus break up the monopoly.

That the Postmaster General, having got his additional men for the G. P. Office, must needs demonstrate his lack of tact by fooling the whole mercantile community on arrival of last mail, and (to judge by his postal bulletins) chuckle therat.

That another of those proceedings might result in a public meeting of protest, and judging by what one hears upon all sides, we seem to be approaching dangerously near the last straw.

That it has always been a source of regret to me, and to many others who admire Mr. Lister's honesty of purpose and gallantries, that he should have allowed his deficient tact to dim his services here, which have been as creditable as they are arduous and long.

That the intimation to-day that letters could be sent to Europe and London 'at sender's risk' has been a subject of much curious comment.

That Mr. Lister would seriously object to comment anywhere save at the P. O. window, but that residents generally do not agree with the P. M. G.

That all letters are surely at sender's risk unless registered; and at whose risk registered letters for *Kia*, supposing registration is permitted, of which no word is said?

That the Fire Brigade bonus has stirred up my bilious temperament in a most terrible way, and I cannot permit my pen to describe the contempt I feel over the partition of the spoil as described by the Colonial Secretary.

That some officials are blest or cursed with exceedingly thick hides.

BROWNIE.

THE ABANDONMENT OF THE SHIP.

ROCK TERRACE.

MARINE COURT OF INQUIRY.
An adjourned official inquiry was held at the Harbour Office to-day into the circumstances connected with the abandonment of the British ship *Rock Terrace*, at Guam, on 2nd March last. Commander Kurney, R.N., Harbour Master, presided, and the other members of the Court were Staff Commander Buckner, R.N., *Victor Emmanuel*; Mr. W. H. Watson, master of the s.s. *Batavia*; and Mr. J. D. Arthur, master of the s.s. *Chingta*.

John Bennett, carpenter on board the *Rock Terrace*, said—I joined the ship in Philadelphia in September last, just before we left on this voyage. I have been going to sea for 20 years, and have never had any other ship but this. The *Rock Terrace* had two pumps. They had two suction and each suction had two buckets and were worked by a fly-wheel. When I joined I did not go below to examine the pump-works and timbers. The buckets were 8 inches in diameter. After we went to sea the ship was pumped every four hours, whether the weather was fine or bad. I used to sound the bell before they began to pump. I used generally to find from eleven to twelve inches. The pumps both sucked at 9 inches. We chiefly used the port pump as she had a list to port. I consider from two to three inches in four hours a good deal of water to pump. The water never ran any other way than into the sea. The greatest amount of water ever saw her make before she went on the reef was 3 1/2 inches in four hours. I was in the first officer's watch. I used to sound the bell every time they went to pump during the day, but not at night. I was in the second watch on the 2nd of March. The water was not so much as it was the first night. After that I changed to the first mate's watch. It was about 4 p.m. when she struck on the reef. I was in my ship working at the time. I felt her strike heavily four times. When she came off I sounded the bell, but it was some time before the water came off and it kept in. The water was not so much as it was the first night. The pumps were kept going until the ship was holed. We pumped every fifteen minutes after she came off the reef. During the fifteen minutes' spell she made as much as 6 to 7 1/2 inches. If we had fifteen minutes of a stand-off we could pump her out in about twenty minutes. We tried to pump her out, but we could not assist the pumping, but neither would we. I rigged up a long handle so that more men could get to the pump and this worked all right. When we arrived off Guam she was making about the same quantity of water as she was making the day after we came off the reef. I heard the mate say three or four days before we left that they were going to beach the ship and save the cargo. I did not hear anything about leaving the ship until I heard the order given to take to the boats. The captain told me to take charge of the long-boat. The captain was then in one of the boats. My boat was the last to leave the ship. We took a bucket of bread in our boat. We were on deck some time before the captain ordered us to take to it with us. I did not see any more bread come ashore, and I don't know whether any more was taken. The bread had been in the store-room. I also saw some canned meat, and I suppose it must have been in the store-room too. None of my men took the bread out of the store-room. There were four all told in my boat. We took our clothes with us and I took my chest of tools. When I saw the ship last she was going away under sail. It took us about twenty minutes to pull ashore. I heard no gun fired, but I saw a vessel in the distance. We were getting plenty of food. I saw the ship for some three hours after we left her. I could not say she seemed to be setting down. She was not so settled before we left her. I am quite sure I did not see her.

Peter Martin said—I was steward of the *Rock Terrace* and my wife was stewardess. I joined the ship at the same time as the captain. I remember the day that the ship went on the reef. When she struck I was alongside the cabin on the poop shooting the windows. After she struck I heard the captain say 'Get the boats out.' I asked him what was to be done, and he told me to get some bread and take it to the boats. The bread was in the store-room. The boats were got out. After she came off the captain gave orders to sound the pumps and afterward one watch was sent to work the pump while the other went to repair the damage to the ship. About eight days after we came off the reef the chief mate came to me in the galley and said that the captain was going off his head and that I must look out for him. The mate said he was afraid of him and asked me to ask my wife to look after the captain and tell him (the mate) everything that was going on. Before the ship struck the captain and the mate used to have their meals together, but after that they did not. The captain told me several times that the ship struck that he was being made a laughing-stock of by the officers to the crew. He alluded to the first and second mate. The captain said that when he got into port he would be able to pay them out in their own coin. The crew worked properly all the time. They were pumping all the time and did nothing else. The usual thing was about eight minutes' pumping and from eighteen to twenty-five minutes' spell. There was a donkey engine on the ship. Only saw it used once. That was to pump out the ship before leaving. I saw the ship in Philadelphia. The chief mate had charge of it. It was the last part of the forward house. I never saw it used again. I don't know why it was not used to pump the ship. There was plenty of wood to keep it going for three months. I spoke to the captain about using it, but he told me the mate said it was no good. The ship's water was carried in tanks. There was no necessity of water. The donkey had been worked previously with salt water. Ten or eleven days before we left the ship I heard the mate say to the captain 'the best thing would be to take to the boats and leave the ship.' The day we arrived off the island the captain said he did not know whether he would beach the ship or not, but he told me to get my wife ready. After that they neither of them came out of the boat. They stood in the doorway of the boat. Next day they stood in again, but she was kept away a bit. At once the captain gave orders to get the boats out. They had pumped the ship dry just before that. I had no orders to get any stores

ready, but I got some ready. I got two barrels of food out and put them on deck. I also got some canned meat. By this time the captain's boat had gone. My wife was in it. I went out to him. Why did you go away for? and he said to take the next boat. I went to the cabin to get some small stores. The mate was there. I saw the captain's papers in their usual place, and I went to take them. The articles were there and several other papers. I asked the mate to take them to me, but he would not have them. I intended to put them in my trunk and took it out, but the mate would not take it into the boat. I told him the captain's papers were in the trunk. He said 'Damn the captain's papers.' He said if I did not hurry up I should be left. I then went into the boat. The mate went back to the cabin and took the Captain's gun and revolver. I heard a lot of talk afterwards about the captain and the first and second officers falling out. I heard the mate and the second mate say if the captain was going to act nasty with them they would be going with him, that they had no anchors and chains up and they thought they could make something out of it. No signal was made to the vessel that was in port. I don't know what the ship's name was. She went out the day after we landed. I heard orders given about having the anchors and chains ready before we got to Guam. They were not got ready. I don't know why.

The Chief Officer asked if he had any questions to put to the witness, and the statement about the Captain's papers was false.

The witness on being questioned on the point again adhered to his previous statement.

Amos Henniger said—I joined the *Rock Terrace* in Philadelphia on 19th September last. I signed as second mate. I have no certificate. I had charge of one of the watches, the captain's watch. It was my watch in the afternoon of the day the ship struck on the Reef. We were going to sea myself in any way in the navigation of the ship, except that I was given a course to steer and saw that that course was steered. After the ship came off we found 18 inches of water in her. My watch started to pump her out. It took us two hours to get water to pump. The water never ran any other way than into the sea. The greatest amount of water ever saw her make before she went on the reef was 3 1/2 inches in four hours. I was in the first officer's watch. I used to sound the bell every time they went to pump during the day, but not at night. I was in the second watch on the 2nd of March. The water was not so much as it was the first night. After that I changed to the first mate's watch. It was about 4 p.m. when she struck on the reef. I was in my ship working at the time. I felt her strike heavily four times. When she came off I sounded the bell, but it was some time before the water came off and it kept in. The water was not so much as it was the first night. The pumps were kept going until the ship was holed. We pumped every fifteen minutes after she came off the reef. During the fifteen minutes' spell she made as much as 6 to 7 1/2 inches. If we had fifteen minutes of a stand-off we could pump her out in about twenty minutes. We tried to pump her out, but we could not assist the pumping, but neither would we. I rigged up a long handle so that more men could get to the pump and this worked all right. When we arrived off Guam she was making about the same quantity of water as she was making the day after we came off the reef. I heard the mate say three or four days before we left that they were going to beach the ship and save the cargo. I did not hear anything about leaving the ship until I heard the order given to take to the boats. The captain told me to take charge of the long-boat. The captain was then in one of the boats. My boat was the last to leave the ship. We took a bucket of bread in our boat. We were on deck some time before the captain ordered us to take to it with us. I did not see any more bread come ashore, and I don't know whether any more was taken. The bread had been in the store-room. I also saw some canned meat, and I suppose it must have been in the store-room too. None of my men took the bread out of the store-room. There were four all told in my boat. We took our clothes with us and I took my chest of tools. When I saw the ship last she was going away under sail. It took us about twenty minutes to pull ashore. I heard no gun fired, but I saw a vessel in the distance. We were getting plenty of food. I saw the ship for some three hours after we left her. I could not say she seemed to be setting down. She was not so settled before we left her. I am quite sure I did not see her.

The Court afterwards delivered the following decision:—
We find that the British ship *Rock Terrace*, official number 72317, of St. John's, New Brunswick, of which Commander Samuel Atkinson was master, the number of whose certificate is 05492, issued at Liverpool, left Philadelphia on the 22nd of Sept., 1897, bound for Hong Kong, with a cargo of petroleum in casks.

That all went well until the 28th of January when, during a squall and while the hands were employed in shortening sail, the ship struck on the Brongham Shoal in Latitude 9° 30' S. and Longitude 163° 30' E.

That she remained fast for about 16 minutes, during which time she bumped three or four times heavily, whereby she sustained considerable damage, and that she eventually drifted off the reef.

That the crew was then sent to the pumps and an endeavour made to work the ship to her destination, but that this was eventually abandoned and a course was steered for the island of Guam, in the Mariana group, with the intent of trying to beach the ship and save the cargo.

That on the 29th of February the *Rock Terrace* arrived off the island of Guam and that an inspection was made from the ship for a suitable place for beaching, but that this not being found, and the crew being much worn out with pumping, all hands took to the boats and abandoned the ship.

That no lives were lost and the greater part of the crew's effects were saved, but that the ship's papers or log-books.

That the crew remained at Guam until the 30th of April, when they were taken to Manila and from thence sent to Hong Kong.

We are of opinion that the striking of the ship on Brongham Shoal was brought about by a mistake in the position at noon on that day, caused either by or both by an unknown error in the chronometer or by a defect in the master's observation for longitude, which had not been checked by the mate.

At this point we do not consider that the master was guilty of any wrongful act or default.

That while we commend the decision of the master to endeavour to reach his port of

destination after the casualty, we are of opinion that the utmost endeavours were not made having this object in view. No attempt was made to ascertain with any certainty the actual damage that the ship's bottom had sustained, nor was any means adopted to try and stop the leak by plugging or sail under the ship's bottom or any other method. The amount of water under the ship does not appear to have been very excessive or of sufficient quantity to endanger her safety. It also appears that there was a steam pump on board which was not used.

With reference to the abandonment of the ship we are of opinion that it was premature. Having arrived off Guam no attempt was made to communicate with the shore, though the boats were in good condition and the weather not very unfavourable. That no signals were made except that of distress (viz., the Ensign Union down) either to the shore or to a vessel seen to be at anchor in the harbour. No attempt was made to anchor the ship and send on shore for assistance. The anchors were secured for sea and the chains unhooked. Are there any circumstances to have been in any worse condition at this time than she was when she came off the reef, nearly five weeks previous.

The conduct of the master in this abandoning the ship appears to us only explicable on the ground that the mental anxiety through which he had gone and temporarily undermined his reasoning powers, and that a word for abandonment was given in a fit of despondency, and that it was done, as he thought, to save risking the lives of his crew; and while recognising this and his much-to-be-deplored want of harmony with his mate and crew, we cannot but be of opinion that the master was not absolutely in any worse condition when he gave the order for abandonment than he was when he came off the reef, nearly five weeks previous.

From the evidence before us we are of opinion that the conduct of the master, Augustus Harris, under the circumstances, in his special sphere of duty, was sufficiently culpable to amount to a wrongful default. Instead of assisting the master to the best of his ability under the trying circumstances, his course appears to have been one of rather more than passive resistance; and we are of opinion that had he acted differently he might have sustained the Captain and been the cause of saving at least the cargo of the ship. Under these circumstances we direct that his certificate of competency be suspended for a period of six months.

The certificates could not be handed in as they were lost with the vessel.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The following is the Report of the Directors which was to be submitted at the Sixth Annual Ordinary General Meeting of Shareholders, to be held at the Cannon Street Hotel in the City of London, Monday the 16th day of April, 1898:—
The Directors have the pleasure to submit the General Balance Sheet and Profit and Loss Account for the year ending 31st December, 1897, duly audited.

The net profit, after providing for the general expenses for the current year, including Directors' Fees, Income Tax, Interest, &c., amounts to £22,261 13 11.

This sum it is proposed to apply as follows:—
To Depreciation and Boiler Fund £11,964 14 5
In payment of a dividend at the rate of 10s. 6d. per Share, free of Income Tax (being 7 1/2 per cent. on the Called-up Capital) £7,470 0 0
Balance to be carried to New Account £2,826 10 6

£22,261 13 11

The Directors have again much satisfaction in reporting that the voyages of the last year have been accomplished with entire immunity from accident of any kind, and that the Company's fleet has been maintained in the highest state of efficiency.

The 'Moyns' was the first vessel despatched from Hong Kong, with a full cargo of New Season's Tea, and she made the run home in 37 days and 5 hours, arriving fully a week in advance of any of her competitors.

Availing of the depression in shipbuilding, the Directors last autumn made a favourable contract with a firm on the Clyde to construct a high-class steel vessel, named the 'Ganfa.' This addition to the Line is expected to be ready for sea early in August next.

Captain Gulland, formerly of the 'Glen Line,' whose high character and ability are well known in the China trade, has been appointed the Company's special Agent in Shanghai.

The following Directors retire on this occasion, but being eligible, offer themselves for re-election:—Mr. David Reid and Mr. J. A. Matfield.

The retiring Auditors, Messrs Baker and Rutherford, and Mr. Jamieson Elles offer themselves for re-election.

It is proposed that the Dividend shall be made payable on the 27th April, and that warrants be posted the same day to those on the Shanghai and Hongkong Registers respectively.

JOHN POTTER,
Managing Director.
London, 5th April, 1898.

BIMETALLIC CONFERENCE.

A conference promoted by the Bimetallic League was held in Manchester on the 4th inst., under the presidency of Mr. H. H. Gibbs, and attended by a large number of gentlemen interested in commerce. In his opening address the Chairman said that what bimetallicists wanted was an agreement with France, Germany, and the United States, each country accepting with England, the principle of the restoration of the par between gold and silver, opening the mints and fixing a ratio. He mentioned those nations only, because they alone would suffice, but would inevitably draw others in their train, and only the principle without specifying any ratio; because that was a detail which England could not well settle alone. It must be discussed with the other nations which would be willing to enter into a treaty with her. They none of them cried for what they could not get—absolute stability of price; but they felt and knew that a period of depression was fast all round—but not only for the producers, but in the long run for the consumers also. The main evil, Mr. Gibbs said—that was, the destruction of the par of exchange between silver- and gold-using countries—would find its remedy in lapse of time, save in an international agreement for a common monetary standard. He expressed a strong hope of the ultimate success of the movement.

Mr. S. Smith, M.P., in a paper on 'The Beneficial Effects of Trade and Industry of the Renunciation of Silver,' said the

rupture of the bimetallic system which occurred in 1873 led to the heavy decline in silver measure by gold, and as a consequence to the enormous fall in prices in all countries using a gold standard, and they held that this long and continuous decline was the main cause of the excessive depression of trade through which we had passed. Silver-using countries had altogether escaped the evils which had affected British trade. The frightful loss which the Indian Government sustains in meeting its gold obligations in London is threatening it with bankruptcy. It is obvious that it cannot embark with safety upon further extension, seeing that the capital can only be raised in England upon gold interest. The same cause will make it most difficult for China to develop its natural resources with European capital. That country might beneficially employ hundreds of millions of foreign capital and give employment to millions of workmen in Europe, but what Government in China can safely raise loans in Europe payable in gold, while it collects its own revenue in silver? They as bimetallicists wish the re-establishment of the old bimetallic system on broader and surer foundations than it rested on before. Its restoration would give a fresh impetus to our national prosperity, and it would make all the gold and silver produced in the world equally effective for currency purposes. Other papers were also read by Professor J. S. Nicholson on 'The Joint standard consistent with sound political economy.' In the discussion which followed Mr. H. R. Gifford, President of the Liverpool Chamber of Commerce took part. At the afternoon sitting papers were read by Mr. Stephen Williamson, M.P., on 'The hindrances to trade between gold and silver using countries;' on 'Some misconceptions relative to the bimetallic policy of the Royal Mint,' by Professor H. S. Gifford; on 'The silver question considered in relation to the wages, employment, and cost of living of the working classes,' by Mr. C. O. Fielden; and on 'Our Colonies as affected by the bimetallic question,' by Mr. Westgarth. In the evening there was a banquet at the Grand Hotel, presided over by Mr. R. Barclay. It was stated that the leaders of the movement intended to raise a guarantee fund of £20,000 to carry on the work, and promises to the extent of £10,000 were announced.

Quotations.
HONGKONG, May 12.
RUPEES—New Patta, cash, 480
Old do, cash, 480
New Ponnas, cash, 471 to 473 1/2
Old do, cash, 480
New Malwa, cash, 480
Old Malwa, cash, 470 to 472
Alwar, cash, 480
Persian, Oily, cash, 630
Allowance, Tael, 30
Persian, Paper, cash, 630 to 640
Allowance, Tael, 30

TWO LOVERS.

Two lovers by a mossy green spring
They leaned soft cheeks together—
Mingled dark and sunny hair,
And heard the wailing thrush sing,
O, budding time!
O, love's best prime!

Two wedded from the portal step;
The bells made happy chimes,
The air was soft as fanning wings,
While petals on the pathway swept,
O, pure-eyed bride!
O, tender bride!

Two faces o'er a cradle bent;
Two hands above the head were looked,
Those pressed each other while they
Slept;
There watched a life that love had sent;
O, solemn hour!
O, hidden power!

Two parents by the evening fire;
The red light shone about their knees,
On hands that rose by slow degrees,
Like buds upon the lily spine,
O, patient life!
O, tender strife!

The two still sat together there;
The red light shone about their knees;
But all the beads, by slow degrees,
Had gone and left the lonely pair,
O, voyage fast!
O, vanished past!

The red light shone about the floor,
And made the space between them wide;
They drew their chairs up side by side;
Their pale cheeks joined, and said "Once
more!"
O, memories!
O, past that is!

—George Eliot.

SOOCHOW: THE CAPITAL OF KIANGSU.

HEAVEN ABOVE, BELOW, SOOCHOW.
The following attractive description of the Capital of Kiangsu is part of a paper by the Rev. H. C. du Bose, who contributes it to the May number of the *Chinese Recorder*. On the banks of the Grand Canal, 80 miles West of Shanghai, 12 miles East of the Yangtze, stands a far-famed city, the silk metropolis of the Orient. Even in this hurried nineteenth century, a crowd of admirers stand with reverent awe around the statue of antiquity, and gaze upon its lowering heights which seem to pierce the clouds. Let us go back two millenniums, and then along those same streets we now tread, the father would lead his son and point to halls and palaces covered with the ivy of centuries. Twenty-four hundred years hence these walls stood, and on these cobble-stone pavements eight generations of men have trod to and fro. Founded B.C. 500, it was laid out 250 years after—Houmaia traced the walls of the ancient metropolis of the world, whose glory for fifteen centuries has consisted in the broken monuments of former grandeur, while during these latter fifteen hundred years, Soochow has been a literary and commercial centre. It was built during the lifetime of Confucius and synchronous with the completion of the second temple at Jerusalem in the time of Ezra. There is a stone map in the Confucian temple nearly 1,000 years old, and on it the streets and temple sites are almost identical with the present. China was not always the solid cube it is at this time. Before the warring states had amalgamated, Soochow was the capital of the Kingdom of Wu, as the country South of the Yangtze was called. It included a portion of this and the adjacent provinces, and was independent from the 12th to the 4th centuries (B.C.) inclusive.

ITS KNOWN.

The Chinese have a proverb, 'Above is Heaven; below, Soochow and Hangchow.' Travellers tell us that throughout the eighteen provinces the Celestial speak of Soochow as the terrestrial Paradise. The Buddhists point their votaries to the Western Heaven; the Taoists to the Isles of the Immortals in the East, but this practical people consider it quite enough happiness to reside for three scores and ten years in 'Beautiful So.' The gardens where flowers bloom through three and a half seasons, the gilded pleasure-boats, the palatial towers, the fine chairs borne on the shoulders of coolies, the streets thronged with men robed in silk and gold, for here is man, not the gentler sex, who patronize fashion's bazaar—all that the Chinaman's heart desires. The city was founded during the latter years of Confucius, 'the throneless king,' and though his foot never trod these streets, nor his eye beheld the mountain, lake, and plain, yet he made Soochow his literary capital, the centre of his domain of letters, and for twenty centuries to the four hundred millions it is what Athens was to the little peninsula on the Aegean. In this book-loving land it is 'down hill in every direction' from Soochow. During the dark ages of Europe this city was as bright as England during Queen Anne's reign. Proud scholars have crowded the examination halls, authors have filled the shelves of the book stores, and poets have sung of the old landmarks so celebrated in history. The fireplace of statesmen, many of those who have wielded the destinies of the Empire have been Soochow men. It is surprising where aristocracy is not necessarily hereditary, and where it rests upon individual toil to climb the rugged heights of literature in order to obtain official preferment, how generation after generation are advanced to the highest position simply by personal effort. Wealth and luxury do not enfeeble the mental vigor of the high gentry, but the son takes the place of his father, and the father takes the place of his son. A noble succession. Oftener than any other city has the honour of the first literary graduate of the Empire—one in three years—been accorded to a Soochow aspirant. The present Minister to Germany, Mr. Hung Yun is the last one. The day when the wife rode as a queen through the streets in 1874 and the whole populace turned out to do her honour is well impressed upon our memories.

THE WEALTH AND ITS POVERTY.
As might be well imagined, wealth has accumulated in this great metropolis. The large wholesale houses, the pawn-shops, whose capital amounts to millions, the enormous value of real estate, the great trade which centres in the city, the variety of manufacturing interests, go to prove how rich is the wealth of Soochow. Banks are numerous, and though the exterior of the building may be plain the interior of the vaults displays the great deposits of silver. Millionaires from other sections select Soochow as a place of residence. The land within a radius of twenty miles is mostly owned by those who dwell within the walls. These are the 'happy families' who receive their rent rice and enjoy the fruits of other men's labours. This is a land of contrasts; along beside the money of the rich lies the poverty of the poor. In the tenement houses from ten to thirty families are huddled together, some in two rooms, some one room, and some whole families in one-half of a room. Tens of thousands live on the meagre pittance, and some know not the pleasure of a hearty meal of food. With their board, the wages of book-keepers is from \$5 to \$8

per month; of clerks from \$2 to \$4; of men servants \$1 with perquisites; and of women fifty cents with meat once in two months. An embroidery, women usually earn from three to eight cents a day. Between the upper and lower strata is the large middle class of well-to-do shopmen and mechanics who dress well, eat an abundance of rice, vegetables and fish, and live happily from one year to another in the Paris of the Middle Kingdom.

THE EXPECTANT MANDARIN.
Used is the life of a Chinese official, for out of office he is not permitted to engage in trade, and must live off the earnings or savings of his former term of years. The Mandarins of this class are frequently sent as deputies to special cases. There are said to be 2,648 'official residences' in this provincial capital, each with from ten to thirty retainers, or in round numbers a total of 40,000 who form an idle portion of the population, as they simply buy and eat and enjoy themselves, all hoping for a vacancy in some high office. Patience is a cardinal virtue, for it may be two years and it may be five that the official must keep the appearance of wealth and station, though he may be in desperate straits and living on borrowed capital.

CHARACTERISTICS OF THE PEOPLE.—HOW THEY CURSE.
The 'South of the River' people are not remarkable for their height or physical strength, for rice is not the food that furnishes muscle. The young scholars of a class are more like girls than men, and to look for the Grecian athlete Shouchow is the place. There is comparatively more freedom allowed the gentler sex in this city than in other places. Those of the middle class about the streets a great deal and visit the streets and shops at the pleasure of the moment. It is generally estimated that five per cent of the women can read. Soochow is noted for its pretty ladies. Owing to the great wealth accumulated here and to the numbers who are idle, we would naturally expect much voluptuousness and not a little looseness of morals among the gilded youth of China. Babylon, and in this respect we find the facts agree with the theory. Instead of running down the category of open sinners we single out one vice for which we think the Soochowites are in a marked degree distinguished, and that is the ease with which they curse. Perhaps in the use of profane language they would amount to all right and an undisturbed by assigned the highest position. The most filthy, obscene, blasphemous language proceeds from their lips. They curse on the streets, in the shops and in their homes. Men curse and women curse, and the first words that infant lips pronounce are profane. Alas! forgive, none come in for their due share. In other places, 'fornication' is the word of addresse; here, that is a consoling term. They have seven appellations which they hurl at seven times as often with seven times the vehemence. In other respects their conduct towards Europeans is blameless. There is, however, a bright side to the picture. Courtesans! the inhabitants of this city, the soul of the city, are the Mandarins do all in their power for the peace and security of the American citizens, the 'foreign guests.' Talented! trained for these things in the schools, their intellects flash as bright as a Damascus blade in the sunlight! Witty! Fond of the drama and quick at repartee, with a language capable of indefinable punning, their conversation sparkles with humor, and only one who is fond of a joke knows how to get on with them. In the large mercantile houses, except where it is a stranger or the uninitiated, there is scrupulous integrity to the amount of 90 per cent. In their business relations there is a marked candor, so that Chinese from other places say, 'It is easy to transact business in Soochow.'

THE LANGUAGE.
Mandarin is the language of China, as fourteen out of eighteen provinces speak it. The exceptions are the four provinces on the coast South of the Yangtze. To the West of us it is solid Mandarin. Also from Peking the Mandarin comes sweeping down to Chinkiang. At Chongchow, sixty miles above here, it is a mixed dialect, but when we come to Soochow there is a complete change—the hard speech of the North becomes as it were the soft language of the French capital. The voices of the people are gentle, their notes musical, and the remarkable sweetness of the dialect may be specially noticed when the women speak. Instead of the measured tread of the Mandarin, the Soochow is spoken with great rapidity; instead of striking at the tone of each character the speaker has to catch the rhythm of the sentence. The Mandarin has but few particles or little words; here they are thrown in by the handful as Xenophon's Greek, but the skill is in using these properly. If so, it goes far in securing an understanding of what is said, and in assisting other defects in talking. The Soochow dialect with its branches is spoken by about ten millions.

AMERICAN ITEMS.
The New York Legislature has become suddenly popular. It has agreed to adjourn. The Governor is reported to be very ill. Just what he should expect. He has talked too much lately.

Oscar Wilde's mother is an Irish woman, and she shows her loyalty to her country by dressing exclusively in green.

Bismarck does not have to be Chancellor. He owns a distillery that makes a million gallons of whisky per year, and can bring on a war without being in office.

The Women's Congress recently held in Washington was made discordant by two English women. Miss Taylor, stepdaughter of John Stuart Mill, refused to sit in the hall with Mrs. Ashton Dilke. Whereupon Mrs. Dilke declared that the lady was unbecomingly in the relations of Miss Taylor's mother with Mr. Mill were more notorious than legal.

Several cooks in New York have sued their employers for complaining about their dinners. Such complaint is construed to be defamation of professional character. It will hereafter be prudent for men to avoid a law suit by being suited with his daily bread.

The Mantons Indians are said to be preparing to revolt. When one looks at them, in their semi-civilized, squalid, it would seem that they are always prepared to revolt the rebel.

The Israelites in Germany are more interested than any other class in the good health of Emperor Frederick. He is supposed to oppress them, while his wife, the Crown Prince, is a bitter anti-Semite, and Bismarck is none too friendly.

The Gold Queen of Australia is creating a sensation in London. Her name is Miss Cornwell, and she has just sold one of her mines, in New Midas, for \$500,000. She is aged thirty-five, her bank account is just sweet sixteen.

The Imperial Court of Germany gets but little peace from the machinations of Mars and Cupid. Indeed, the little cherub with the bow makes more trouble than the big god with the gun.

Mrs. Rothchild has given the Prince of Wales a letter-writing press, and it is a very elaborate pocketbook, but it is empty. The Prince has one of his own that is in the same fix.

Irving, the actor, told his fellow-actors in New York how hard it was to leave America, and when the steamer on which he

took passage in ground in the bay and had to put back every body believed himself a sympathetic newspaper cried out in its sorrow, 'The Great Kaiser is dead, and all the world carries his bier.' It is to be hoped they will carry it as well as the old man did.

The Mexican horror, in which a number of people were burned into death at a bull fight, was caused by the officers letting the convicts from the jail attend the sport. They fired the amphitheatre and escaped in the confusion. Convicts must be amused; but hereafter Mexico will draw the line at bull fights.

Bismarck is reported sick. He is always ailing, when the Prussian Diet disagrees with him. John L. Sullivan went to France to learn something. In a recent interview he said that decent people in England and America are disgusted with the brutality of prize-fighting, the will soon quit, that he thinks of adopting the editorial profession and will be a temperance man to his dying day.

Here is a string of conclusions and resolutions worthy of commendation. More than one prize-fighter in this country has graduated from the ring into statesmanship, and several have gone into the pulpit. There is no reason why Sullivan, noted in the intellectual centre of the country, should not try journalism. He can find sections of the country in which the change will not be great from his present profession, and he will be quiet at home. His resolve to be temperance is worthy of all praise. He complains of lack of fighting spirit, and in a twenty-four hour time, Captain Whisker's knucks run out every day in a larger ring than that, and they stay knocked out.

AN IMPORTANT DISCOVERY is announced in the 'Paris Figure' of a valuable cure for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. J. Holmes, Bloombury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

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These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

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Seigel's Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

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The Contents and Value of Packages are returned to the sender prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888. 763

U. S. MAIL LINE.
PAQUEBOTS MARITIMES
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
ALEX. DE JANEIRO will be despatched for San Francisco via Yokohama on SATURDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and United States Ports, to Havre, London, and other ports in Europe, to Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Bright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, C. D. HARMAN, Agent.
Hongkong, May 2, 1888. 715

Occidental & Oriental Steam-Ship Company.
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 30th Instant, at 3 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

POST OFFICE NOTICE.
Unclaimed Correspondence,
May 11, 1888.
Lata. Pa. Lata. Pa.

Ah Ghew 1 La Roo 1
Ayan Singh 1 reg. Laimber, R. 1
Ayres, L. S. 1 Midland, J. 1
Ben, Miss M. 1 Moore, R. 1
Ben, J. 1 2 McGregor, B. B. 1
Bhagwan Singh 1 reg. Missonard, W. 1
Bradley, Miss 1 Minster, M. 1
Bain, A. 1 Nasser, E. J. 1
Barringtons, Mrs 1 Noholton, H. 1
Borgiotti, G. 1 Nichols, P. 1
Bowler, T. I. 1 Norman, H. 1
Balliston, H. 1 North, Miss H. 1
Chubb, R. A. 1 Oldam, J. 1
Camp, Mary D. 1 Playfair, G. M. H. 1
Gong Wall 1 Raggio, Mrs. 1
Couvill, B. C. 1 San Francisco, J. 1
Chapman, Miss R. 1 Stirling, J. G. 1
Conklin, Miss 1 Parker, L. C. 2
Crawford, Miss L. 1 Prohm, M. 1
Chaston, G. G. 1 Roy, Jno. 1
Cowan, Miss 1 Scott, Dr. J. W. 1
Costes, G. 1 Reina, G. 1
Croz, J. 1 Rodgers, L. R. 1
Davis, T. D. 1 Rocha, R. L. 1
Dodd, G. B. N. 1 2 Rose, T. 1
Dotti & Co., H. 1 Robert, V. 1
Dohr, A. J. 1 Richard, V. 1
Drew, Fred J. 1 Reese, J. F. 1
Dunn, C. A. L. 1 Rasco, C. 1
Edwards, Miss M. 3 Santos, S. 1
Eblene, Theo. 1 Simchen, B. 1
Franklin, H. 1 Silvestro, R. P. 1
Funct & Co. 2 Schlusinger, A. 1
Flattinger, Mrs 1 Schneider, E. 1
Gillanders, 1 Sebastian, E. W. 3
A. & Co. 1 Seidenman, J. 1
Gausman, G. 1 Stirling, J. G. 1
Giles, H. A. 1 Soloway, W. R. 1
Gullich, C. S. 1 Soloway, W. R. 1
Gilmour, D. W. 1 Stewart, Jas. 1
Graham, J. 1 reg. Sumner, M. 1
Hecker, M. 1 Scott, B. G. 1
Hansen, F. L. 1 Solomon, W. R. 1
Hang, G. 1 reg. Taylor, T. 1
Hornbrook, R. 1 1 Thorpe, T. J. 1 p. 6
Horstman, L. 1 Vow-Jeady 1
Haga, F. H. 1 Vow-Jeady 1
John & Co., H. 1 reg. Vokmann, L. 1 reg.
Jones, S. 1 Vital, R. 1
Kirk, R. A. L. 1 Vasey, Miss 1
Karnes, L. 1 1 Wood, G. T. 1
Koo-chung, G. 1 1 Williams, C. 1
Kohy, J. 1 1 Williams, C. 1
Kirby, P. H. 1 1 Zeeke, J. 1
Lassen, Fred. 3 1
Lilly, W. H. 1 1